

PLAINFIELD FOLLOWS 12 TO THE GRAVE

Crowds of Mourners at Funeral of Wreck Victims So Great that Churches Will Not Hold Them.

CEREMONIES CONTINUOUS.

One More of the Injured Is Dead and Local Authorities Seek to Put Blame for Accident on Railroad Officials.

A sadder, more miserable day never came to Plainfield, N. J., than that which dawned to-day. Twenty graves were dug in the city cemetery, and the bodies of twenty victims of Tuesday's wreck lay in as many homes, waiting for the last rites of love and religion.

There were funeral services for eight during the day and four will be buried to-night.

From the staff of the City Hall dropped the flag at half-mast, the only emblem of public mourning. There was no need for more. Grief held every household in its grasp and almost every street had somewhere on it the black crepe of death to mark it with outward sorrow.

No one worked. No one left Plainfield for New York. The day was given over to sorrow, to the sad duty of burying the dead. By proclamation of Mayor Jenkins all business had ceased and the sole activity was among the handlers of the dead.

All But One of Plainfield. It so happened that of all the victims who died in the wreck but one lived in Plainfield, and that was the man whose neglect caused the awful accident. The body of Engineer Davis was taken to Philadelphia yesterday for interment there, leaving all those to whom his carelessness brought such sudden and horrible death to lie together in the community so recklessly if unknowingly robbed by him.

Coming to the number of victims and the fierceness of the churches in Plainfield it was not possible to hold all the funerals at the same hour, and so it was arranged that most of them should come one after the other during the day and evening.

Such a surfeit of sorrow few communities have been called upon to suffer. To the horror of the wreck itself with its burning and bloody maiming, followed the strain of identifying the scarred and disfigured victims, the mourning over them in their closed coffins, for none might look on the charred faces and the townsfolk came the funeral in the rain and fog, with each person in the town to follow to the graveside mourning the loss of a relative or a friend.

Relatives of the dead came from other cities to be present at the ceremonies and so swelled the throngs of mourners. Many will remain here over Sunday, when there will be memorial services in all the churches.

Several Funerals To-Morrow. The funerals of several of the victims will not be held until to-morrow or Sunday. Three were buried this morning. They were Edward Flynn, services for whom were held at 10 o'clock in St. Mary's Church; Roland Chondor, at the home of his mother in East Ninth street, and H. L. Mahon, for whom services were held in his home, No. 21 East Fifth street. Plainfield, the body was then taken to Trenton for interment.

Mr. Flynn's funeral so crowded the church that hundreds who wanted to get inside could not and so stood out in the rain all during the solemn high mass. Father Egan, who preached the sermon, referred to the terrible accident, but refrained from making any criticism of the railroad.

There were hospitable services over Charles T. Thayer, of Watchung, a lake superintendent of the American Express Company, Rex Dr. William R. Richards, pastor of the Park Church, New York, read a short form of burial service. Slight reference was made to the disaster. There was no music, excepting a tenor solo, "Nearer My God to Thee," sung by Elmer E. Rhayon. The remains were taken to Buffalo, N. Y., this evening for interment.

Craig Waldron was buried from his late home at No. 237 East Fifth street, early in the afternoon. The officiating clergyman was Rev. Dr. Louis and Rev. Dr. Yerkes, of the First Baptist Church. He was interred in the Baptist cemetery.

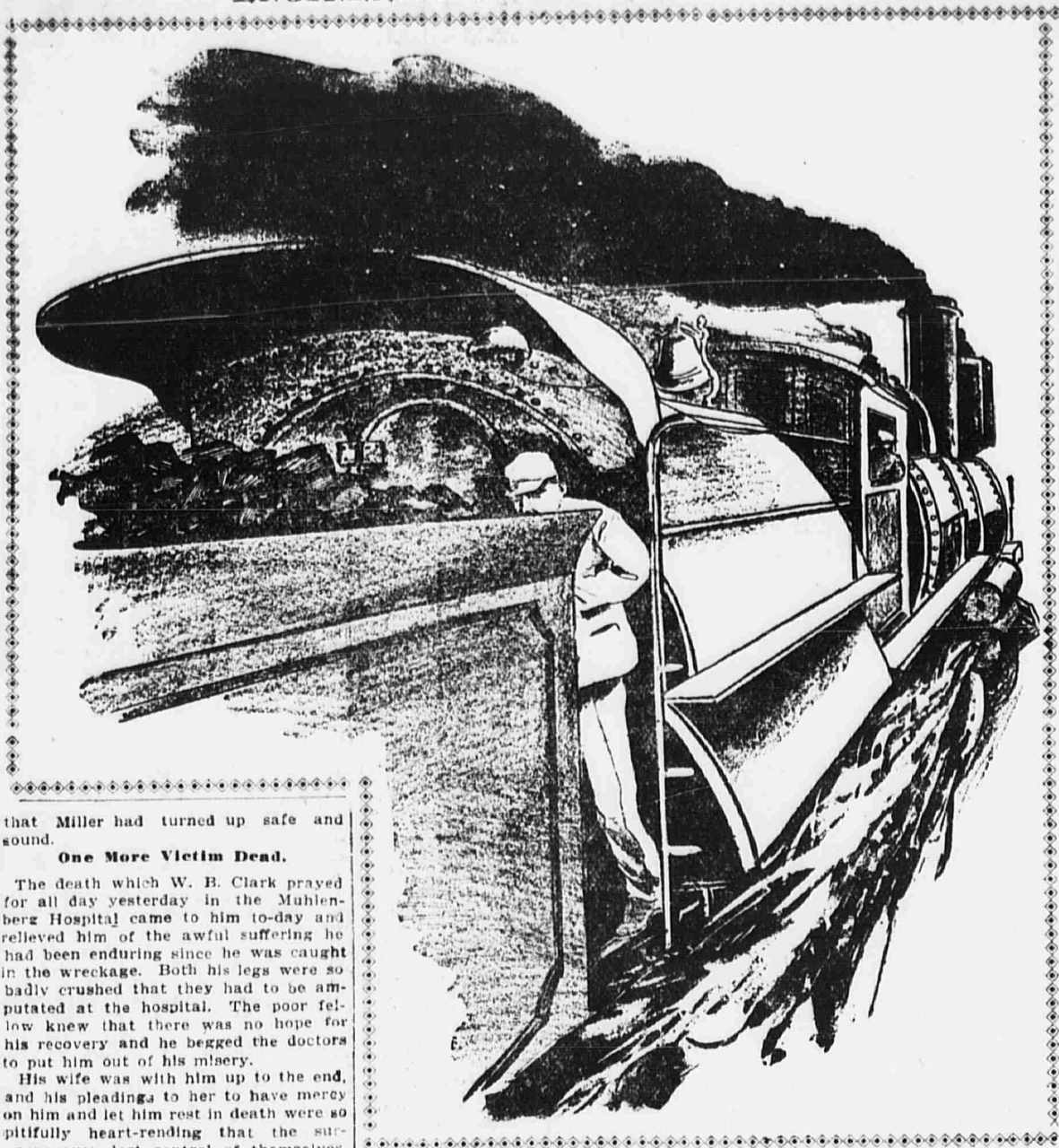
R. W. Hopperett was buried at Hillside after a brief service at his late home, No. 22 Putnam avenue.

The funeral of Harry A. Rogers was conducted in the afternoon from the residence, No. 41 West Fifth street, by Henry L. Mahon, of No. 21 East Fifth street, will be buried in Trenton. Services over his remains were held during the morning, with Rev. Drs. E. K. E. Rodman and Rev. E. K. Stevenson, of the Grace Episcopal Church, in charge, and the other funerals will take place to-night, to-morrow and Sunday.

The funerals of Frederick Smith, James Hall, John C. Currie and Fred Macdonald will be held to-night.

The funeral of Thomas Cumling takes place to-morrow afternoon. Harvey L. Patterson's funeral will be held to-morrow afternoon.

CAMEL-BACK ENGINE IN WHICH FIREMAN AND ENGINEER ARE TOO FAR APART FOR SAFETY



One More Victim Dead.

The death which W. B. Clark prayed for all day yesterday in the Muhlenberg Hospital came to him to-day and relieved him of the awful suffering he had been enduring since he was caught in the wreckage. Both his legs were so badly crushed that they had to be amputated at the hospital. The poor fellow knew that there was no hope for his recovery and he begged the doctors to put him out of his misery.

His wife was with him up to the end, and his pleadings to her to have mercy on him and let him rest in death were so pitifully heart-rending that the surgeons even lost control of themselves. His death was really a blessing, not only to himself, but to all those who had suffered mentally in his great physical anguish. Clark lived at No. 134 Crescent avenue, Plainfield. He left no children.

Efforts of Jersey Central officials to place all the blame for the Westfield disaster on Engineer Davis, of the Philadelphia, River and Delaware, will be combated by Prosecutor Nicholas J. English, of Union County, N. J.

A conference was held this afternoon between Prosecutor English, Assistant Prosecutor J. K. English and Chief of Police Kieley, of Plainfield, at Elizabeth, to determine whether to make public the dying statement made by Engineer Davis to the Chief in the presence of Assistant Prosecutor Hartz. It was decided to withhold the statement until Tuesday, when the Coroner's inquest will take place.

Why Statement Is Withheld. When the prosecutor was asked why the statement was withheld he said: "It might defeat the ends of justice to make it public now."

"Do you mean by that that some one may be prejudiced?"

"That remains to be seen. Any action that may be taken will depend upon what develops at Tuesday's hearing."

Mr. English refused to say if the statement attributed to Davis by General Manager Bessler to the effect that the engineer was not at his post when he passed the signals disagreed with the statement obtained from Davis by Chief Kieley.

He was asked this question because it has been asserted that Davis was busy fixing a broken injector in his engine when he passed the signals and that therefore the condition of the engine was indirectly responsible for the accident. The impression exists in Philadelphia that the authorities are moving toward fastening responsibility for the accident on the railroad officials.

One important step which the County Prosecutor will take to uncover the weakness of the railroad's case will be to demand the presence at the Coroner's inquest of the train dispatcher whose belated warning that the track was not clear failed to reach Davis at Cranford.

The Warning That Never Came. No responsibility rested upon Davis up to that point. A message was rushed to him there to wait for orders, but it did not reach him in time. He had a reason to believe that he had a clear stretch of track, and as the road's instructions are to make up time after passing Cranford, Davis crowded on steam and plunged ahead at a mile a minute.

The statement of General Supt. Bessler, that Davis ran past seven danger signals is not borne out by investigation. Stationmaster John Eicke, of Cranford, admits he did not hear from the dispatcher's office in time to flag Davis for orders. He could not get the station agent in Westfield by telegraph in time to have the warning given there. Neither did the train run by a danger signal at Cranford. It is further claimed that no brakeman was sent back from the Easton express to wave a danger signal. The brakeman of the train, after being interviewed by the road officials, has disappeared.

Why This Secrecy? It is significant that the ante-mortem statement of Davis, which Chief of Police Kieley, of Plainfield, is guarding so carefully from the public, is not unknown to the Jersey Central officials. In statements based upon it General Superintendent Bessler, who said that, for various reasons, he could not state his source of information, alleged that Davis had left his post and therefore ran by seven warning signals.

What Supt. Bessler did not give out was the reason why Engineer Davis left his lookout post.

When I saw Davis he was quite rational. He said: "We were about two minutes late in leaving Communipaw. At Elizabeth I put on full steam and turned her loose, as we had a stretch of

straight track there. At about Cranford the injector became troublesome and I got down with a monkey wrench to try to fix it, as steam was escaping badly. We were dashing alone at fully fifty miles an hour. Probably we had covered more ground than I thought while I was down trying to fix the trouble."

"I managed to check the trouble a little. I didn't see anything wrong with the signals, though I could not see much anyway on account of the steam. I did not see the lights at Westfield at all. When I got back on my seat I was horrified to see the danger light, and then, before I could hardly realize it, I saw the tall lights of the local plump ahead of me. I reversed and jammed the brakes, but it was no use, and we smashed into her."

Dr. Westcott also said Fireman McCarthy had said he really could not say much about Davis's whereabouts on the train. Their engine was a big humped-back machine of the mogul type, the fireman's post being behind this "hump," leaving the engineer alone in the cab. He knew at Cranford the signals showed a clear track for them. It was not a clear night and the steam swirled around their heads so that he could not tell much what Davis was doing.

Won't Be Turned Aside. Nicholas J. English, the Prosecutor of Pleas of Union County, speaking in decisive tones, said to-day: "From statements that have been made I am satisfied that we are to meet with great hostility on the part of the railroad."

The causes of this catastrophe should be relentlessly probed and brought to light. What is already known proves that the unfortunate engine driver alone was not responsible and that a reform in methods on the railway is imperative.—From to-day's New York Herald.

NEW YORK HERALD SUPPORTS WORLD'S FIGHT.

Criminal, To Run Fast Trains with One Man in Cab. In any event, it is little short of criminal to run a train at a speed of a mile a minute with only one man in the cab and not even the fireman in touch with him. Suppose the engine driver is taken in or drops dead at the throttle? Even when he seems in normal health are the lives of hundreds of persons to be risked on the condition of this one man's liver or of his sight or his nodding for a moment?

The causes of this catastrophe should be relentlessly probed and brought to light. What is already known proves that the unfortunate engine driver alone was not responsible and that a reform in methods on the railway is imperative.—From to-day's New York Herald.

learn all I can about this man's record before imposing sentence. But there is one thing that I want to call your attention to, gentlemen of the bar.

"I want to call to your attention the testimony of a certain police officer for the defense who swore that he and other officers had gathered evidence relating to this Webster Hotel, which they had submitted to Magistrate Mayo, who had thrown it out of court as worthless."

"Magistrate Mayo tells me that he never did any such thing, and I believe him and not this evidence of those police officers. I will postpone sentence on this prisoner until Monday."

When the deputy sheriff came to lead Gannon back to his cell in the Tombs the convicted man was still boiling over with rage, and turned again toward the jury and snarled:

"You blackguards and dogs!"

Then, as he passed the desk where the newspaper men were sitting, he snapped out:

"You're a lot of brutes, cowards and cads!"

Then, still growling like an ugly dog, he was led into the narrow little corridor that connects the court-room with the Bridge of Sighs.

When the defense closed its case last night and after the Court charged the jury there was a general belief among the old court attaches who have attended the various police trials prosecuted by District Attorney Jerome that there was no hope for an acquittal of the accused, despite the fact that the assistant prosecuting officer had made out none too strong a case. This opinion became confirmed when Gannon went on the stand in his own behalf.

After he had testified even his own counsel was forced to confess that he had made a very poor witness, as the jury could hardly accept his belligerent attitude as consistent with the bearing of an innocent man. Of course, the strange act of Commissioner Greene in dismissing him from the police force while his trial on a criminal charge was in progress might account for this in a measure.

GANNON IN THE TOMBS. At eleven o'clock last night, after being out nearly six hours, the jury reported to Recorder Goff that it had been unable to reach a verdict. The Recorder then ordered that it be locked up for the night and Gannon was committed to the Tombs.

When the jurors went to breakfast at eight o'clock this morning it was reported that they were still unable to agree, though the majority of them were for conviction.

Capt. Gannon is fifty years old, and has been on the force since May 8, 1873. His appointment as captain came Dec. 27, 1900, during the last days of the York administration, when there were many stories afloat of bribery and the selling of offices.

Gannon's appointment was attributed to Jake Hess. Eighteen Captains were made at that time, and this was the only one Hess got.

At Police Headquarters this morning there was consternation among the minor officials at the news of Gannon's conviction. His friends state that he has not a dollar in the world and that he is heavily in debt.

NATIONS TO JOIN AGAINST ALLIES?

Plan to Have the United States, France and Other Countries Unite to Force Settlement of Venezuela Troubles.

NOTICE SENT TO ENGLAND.

Minister Bowen Gives His Views to British Ambassador, Who Communicates with His Government.—Division of Revenues the Hitch.

WASHINGTON, Jan. 30.—The British Ambassador has sent a long cablegram to Lord Lansdowne stating what might be expected in case Great Britain and her two allies insisted on the preferential treatment for the blockading Powers. The text of the cablegram cannot be published, but it informed the Foreign Office that Minister Bowen, in the event of a refusal of his proposition, would call upon the representatives of the other claimant Powers in Washington and state to them that Venezuela was being forced by the triple alliance to yield to a plan which would seriously affect the interests of France, Belgium, Norway and Sweden, Spain, Denmark, Holland and the United States.

When this step is taken it is expected that France will make representations at once to London, Berlin and Rome protesting against any interference with the previous arrangement she has made with Venezuela for the settlement of claims. France may be joined in this protest by the other claimant nations.

There is reason to believe that the French Government already has sounded the United States Government to learn how much in common there may be between their interests in Venezuela.

It is said that there is a strong resemblance between the claims of the two nations, perhaps enough to link them together in resistance to any policy on the part of the allies which would tend to destroy or impair those interests.

For instance, the United States, through a regular tribunal, the Venezuelan claims Commission, has secured judgment against Venezuela for a considerable sum of money, which Venezuela has been paying in instalments. Recently these payments have been delayed, and as the money comes in large part from the Venezuelan customs the United States may have very good legal right to protest against any conduct on the part of the allies which will prevent its debtor from meeting its obligations to the United States.

France, by treaty and negotiations, has secured what amounts to a judgment against Venezuela, and she claims that her debtor must not be destroyed or Venezuela's means of meeting her payments to France impaired, as will be the case by the adoption of the preferential treatment demanded by the allies.

These conditions are tending to draw France and the United States together in a policy that is likely to take issue with that of the allies.

CABINET ON VENEZUELA.

Action in Congress for Strengthening Coast Defenses Approved. WASHINGTON, Jan. 30.—Questions relating to Venezuela were considered at the Cabinet meeting to-day, and the action taken in Congress for the strengthening of the coast defense fortifications and the improvement of the naval and military establishments generally was referred to and cordially approved.

It is made clear that the United States is not expecting any attack on land, but that the Administration is determined not to be unprepared for any situation that may arise.

GREAT PLAZA FOR NEW BRIDGE.

Board of Estimate Votes for a Beautiful Approach to Williamsburg Structure, to Cost \$3,727,500.

TO WIDEN DELANCEY STREET.

The cost of widening Delancey street from Clinton to the Bowery to provide a suitable broad approach to the new Williamsburg Bridge will, according to figures submitted to-day to the Board of Estimate and Appropriation by Engineer Nelson P. Lewis, be \$3,727,500.

These figures are based on last year's assessment of Delancey street property. If the proposed broad plaza at the bridge entrance is determined upon the cost, in addition to the widening of Delancey street on the south side, will cost \$3,727,500. This the board voted to-day.

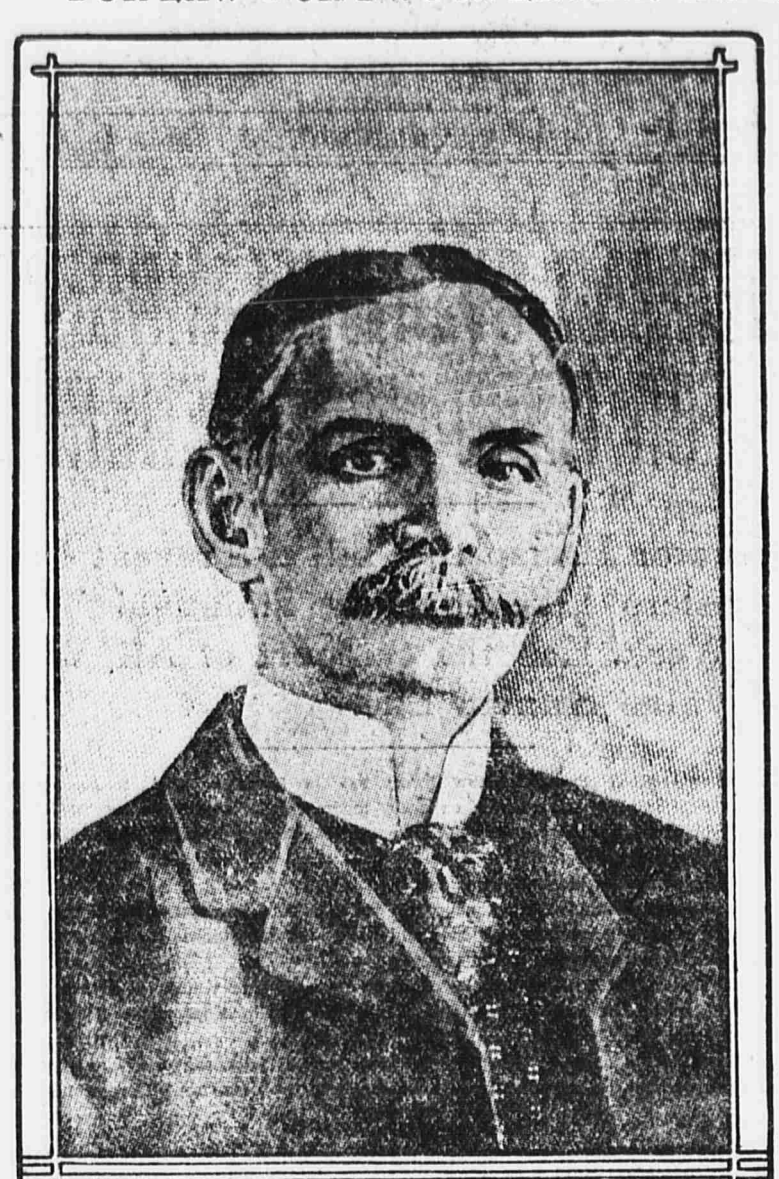
It was also decided to continue Delancey street across the Bowery and create a street eighty feet wide through private property west of the Bowery clear through to Elm street.

The board will not favor the plan to create a diagonal street from Cooper Union to the new bridge approach.

A resolution was adopted requesting the Chief Engineer to provide estimates of the cost of widening the east side of Suffolk and the west side of Clinton streets, from Houston street to East Broadway, in conjunction with the widening of Delancey street.

Pittsburg Council Passes Wabash Ordinance. PITTSBURG, Jan. 30.—The Wabash ordinance, after being amended so that it included everything asked for by the Wabash people in their endeavor to gain an entrance to this city, was passed by Select Council to-day on second reading, and a special meeting called for next Monday, when it will be up for final passage by both branches of council.

SENATOR HUDSPETH WILL FIGHT FOR LAW FOR TWO IN ENGINE CABS.



ROBERT S. HUDSPETH

Senator Robert S. Hudspeth, of Jersey City, is drawing a bill which will compel all New Jersey railroads to employ two men in the cab of every locomotive engine and will fight for it at Trenton. He hopes to prevent in the future such accidents as that which happened at Plainfield this week.

DEMAND THIRD MAN IN ENGINE.

(Continued from First Page.)

ahead, and generally knows nothing about what is going on until he is told about it afterward."

AFTER THE CAR STOVES, TOO.

Senator Hudspeth said he intended to include in the bill a clause relating to the heating apparatus to be used on passenger trains. He proposes to compel the railroads to use such means for heating cars as will prevent conflagration in case of collision or accident. In his opinion electric heating is the safest.

Said a Central Railroad engineer when seen in the station at Communipaw: "We have been fighting for the assistance of a third man on the 'Wooten' firebox engines for a number of years. There are times when an engineer's attention is attracted from the look-out. Those are often the times when an accident will occur. The assistant could prevent any accident happening. Then again, an engineer may be taken ill, or suddenly stricken. What is to be done in that case without an assistant engineer? Nothing; and the passengers may suffer, as they did in the Westfield disaster. A third man must be employed on the mogul type of locomotives, as you call them."

When told that Senator Hudspeth was preparing a bill the Central engineer said the engineers on the road intended to call a meeting for the purpose of having a similar bill drawn, and that a committee would be appointed to wait upon Senator Hudspeth. He said he had read in The Evening World about the movement started and informed the reporter that the engineers are loud in the praises for that paper.

MOGUL LOCOMOTIVES IN USE.

A summary of the different railroads in New Jersey and the number of mogul type locomotives in use follows: Central, 299; Lehigh Valley, 325; Erie, 25; Pennsylvania, 3; Delaware, Lackawanna and Western, 18; Susquehanna and Western, 30; Reading, 12; West Shore, none; Ontario and Western, none; Baltimore and Ohio, none.

"A bill providing that two men should always be in the cabs of such locomotives as was in the Westfield wreck should be adopted," said Assemblyman John Treacy, of Jersey City. "I remember the fight that was made for such a bill some years ago, and I know that the railroads defeated it. Every Democrat in the House supported it then, and if a bill of that kind were introduced now I don't see what could possibly stand in the way of its getting the same support."

"Railroad men know the danger, the constant peril their lives and those of passengers are in, when they are behind one of those mogul or 'hog-back' engines. I realize it, and if the necessity of a law to neutralize it must be demonstrated by another Westfield horror, I don't know what to say."

"A law should be adopted by all means making the recurrence of such accidents as the one at Westfield impossible from the cause that seems to have led up to it," said Assemblyman James Hammill, of Jersey City. "I don't know of any good reason why I shouldn't support it, nor why the rest of my party in the House should not vote for it. Something ought to be done, and we can try again, even if we do fail, as did Allan Benny after a hard and earnest fight."

"The more I get, the more I want."—Oliver Twist.

Plenty of "so-called" nut cereals, but only one oatmeal sweet as a nut. H-O, of course.

H-O is found in every grocery store in the land because H-O is the oatmeal for which there is the most constant demand; in spite of the fact that it costs more than most other brands. Don't you want to know what it is that makes these things so.

SCORE INJURED IN TROLLEY WRECK.

Cars on Pittsburg Suburban Road Collide with Awful Force and Then Take Fire and Burn.

PITTSBURG, Jan. 30.—One of the worst wrecks the Pittsburg Railway Traction Company has experienced since its organization occurred this morning. A score of passengers were injured and two cars were completely destroyed. Traffic was stopped for several hours. Eight victims are in the hospital. The others were taken to their homes.

A car on the Homestead branch was on its way to Pittsburg. Just as it passed Forward avenue it struck a huckster's wagon. After going some distance it backed up the hill to see what damage had been done. Just then it was met by a second car coming down the hill at terrific speed.

When the collision occurred the trolley wires were crossed, causing a fire which completely consumed both cars in the wreck. Fortunately all of the injured passengers were taken out before the flames reached them.

SEAMLESS WEDDING RINGS

"Direct from the Manufacturer."

For more than forty years we have maintained our reputation for the manufacture of Solid Gold Jewelry, Diamond Mountings and Wedding Rings. A—Solid 14 Kt. Gold, 7.75; 18 Kt., 10.25; 22 Kt., 13.50. B— " " " 6.00; " " " 7.50; " " " 12.00. C— " " " 3.50; " " " 4.75; " " " 6.50. D— " " " 4.00; " " " 5.50; " " " 7.75. E— " " " 2.75; " " " 4.25.

Engraving Free of Charge While You Wait. All rings are guaranteed as to quality as stamped. Mr. and Mrs. J. L. Lewkowitz, 153 Pages Mailed Free. Established 1893. I. LEWKOWITZ, the Premier Manufacturing Jeweler and Importer of Diamonds, SIXTH AVE., Corner 17th St., New York. Downtown Store, 230 Grand St.

SKIN-TORTURED BABIES

And Tired, Fretted Mothers

Find Comfort in Cuticura Soap and Ointment

When All Other Remedies and Physicians Fail.

Instant relief and refreshing sleep for skin-tortured babies and rest for tired, worried mothers in warm baths with Cuticura Soap, and gentle anointings with Cuticura Ointment, purest of emollient skin cures, to be followed in severe cases by mild doses of Cuticura Resolvent Pills. This is the purest, sweetest, most speedy, permanent and economical treatment for torturing, disfiguring, itching, burning, bleeding, scaly, crusted and pimply skin and scalp humours, with loss of hair, of infants and children, as well as adults, and is sure to succeed when all other remedies and the best physicians fail.

The agonizing itching and burning of the skin, as in eczema, the frightful scaling, as in psoriasis, the loss of hair and crusting of the scalp, as in scalded head; the facial disfigurement, as in pimples and pigmentation; the awful suffering of infants, and anxiety of worn-out parents, as in milk crust, tetter and salt rheum, all demand a remedy of almost superhuman virtues to successfully cope with them. That Cuticura Soap, Ointment and Pills are such stands proven beyond all doubt. No statement is made regarding their evidence. The purity and sweetness, the power to afford immediate relief, the certainty of speedy and permanent cure, the absolute safety and great economy have made them the standard skin cures and humour remedies of the civilized world.

DIED.

CAMPBELL.—On Thursday, Jan. 29, AMY CAMPBELL. Relatives and friends are invited to attend the funeral on Saturday at 9 A. M. from the residence of Mrs. Brown, 200 East 78th St., to Church of St. Jean the Baptist, 78th St. near 34th Ave. Interment Calvary.

SAUNDERS.—On 28th inst., at 118 Macrae ave., Brooklyn, NELLIE MAY SAUNDERS, age twenty-one years. Funeral to-night at 8 o'clock at above residence. Friends invited. Interment at New Bedford, Mass.

LAUNDRIES.—On 28th inst., at 118 Macrae ave., Brooklyn, NELLIE MAY SAUNDERS, age twenty-one years. Funeral to-night at 8 o'clock at above residence. Friends invited. Interment at New Bedford, Mass.

LAUNDRIES.—On 28th inst., at 118 Macrae ave., Brooklyn, NELLIE MAY SAUNDERS, age twenty-one years. Funeral to-night at 8 o'clock at above residence. Friends invited. Interment at New Bedford, Mass.

LAUNDRIES.—On 28th inst., at 118 Macrae ave., Brooklyn, NELLIE MAY SAUNDERS, age twenty-one years. Funeral to-night at 8 o'clock at above residence. Friends invited. Interment at New Bedford, Mass.

LAUNDRIES.—On 28th inst., at 118 Macrae ave., Brooklyn, NELLIE MAY SAUNDERS, age twenty-one years. Funeral to-night at 8 o'clock at above residence. Friends invited. Interment at New Bedford, Mass.

LAUNDRIES.—On 28th inst., at 118 Macrae ave., Brooklyn, NELLIE MAY SAUNDERS, age twenty-one years. Funeral to-night at 8 o'clock at above residence. Friends invited. Interment at New Bedford, Mass.

LAUNDRIES.—On 28th inst., at 118 Macrae ave., Brooklyn, NELLIE MAY SAUNDERS, age twenty-one years. Funeral to-night at 8 o'clock at above residence. Friends invited. Interment at New Bedford, Mass.

LAUNDRIES.—On 28th inst., at 118 Macrae ave., Brooklyn, NELLIE MAY SAUNDERS, age twenty-one years. Funeral to-night at 8 o'clock at above residence. Friends invited. Interment at New Bedford, Mass.

LAUNDRIES.—On 28th inst., at 118 Macrae ave., Brooklyn, NELLIE MAY SAUNDERS, age twenty-one years. Funeral to-night at 8 o'clock at above residence. Friends invited. Interment at New Bedford, Mass.